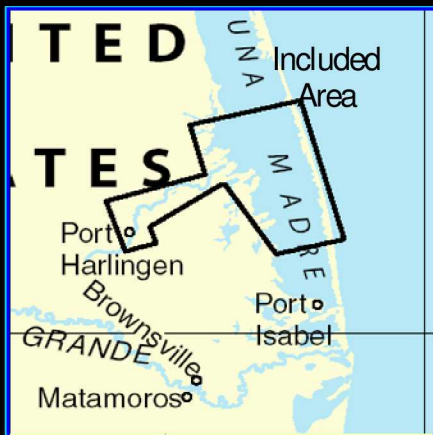


BookletChartTM

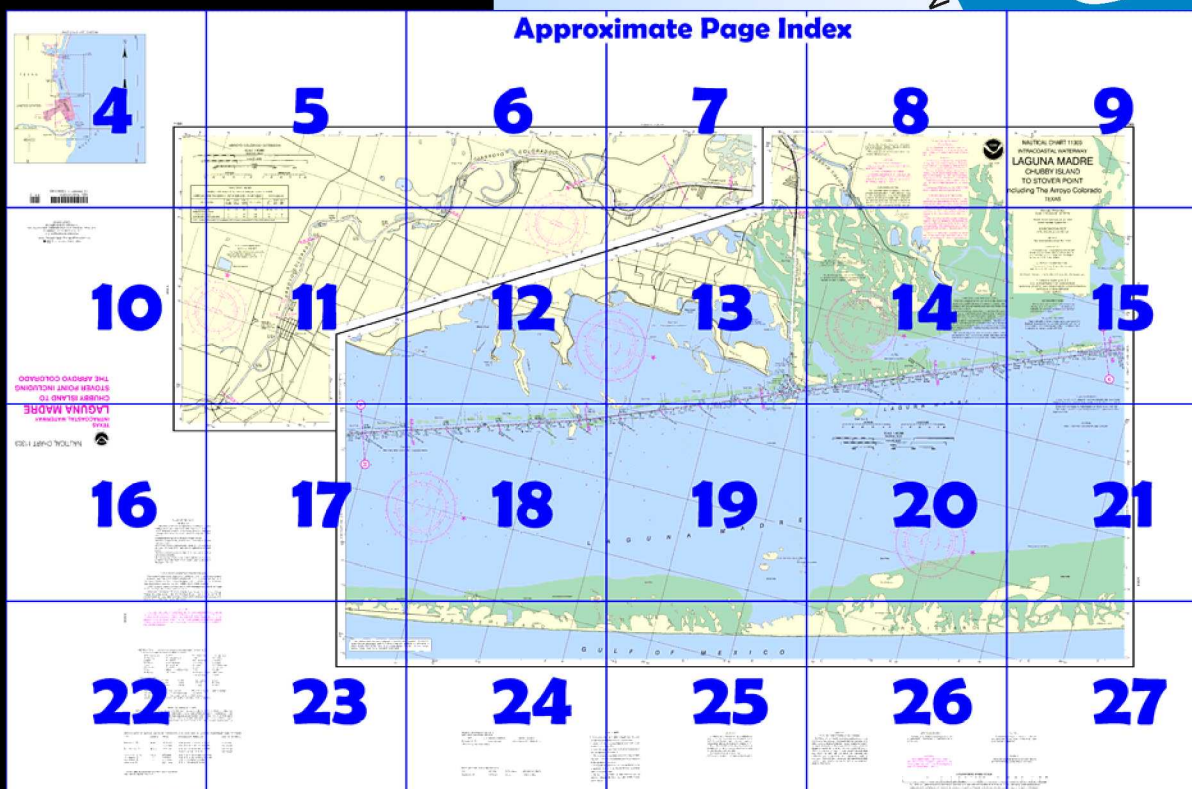
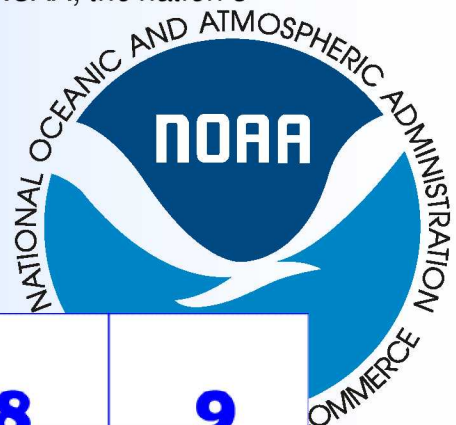
Laguna Madre-Cubby Island to Stover Point

(NOAA Chart 11303)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

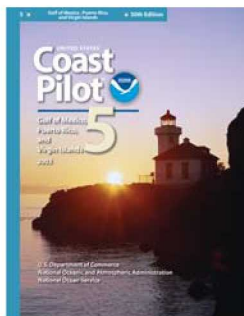
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 11 excerpts]

(3) From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons, some of considerable size. These are separated from the Gulf by long, narrow

islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes protected by jetties, and others through small passes partly obscured by bars with little depth on them.

(281) **Laguna Madre** is a shallow body of water extending S from Corpus Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, Tex. (See chapter 12.) **Padre Island**, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service. (282) A natural fishing reef is 1.5 miles offshore about 15.6 miles N of Port Mansfield jetties. Another natural fishing reef is 4.5 miles offshore about 11.2 miles N of the jetties.

(291) **Arroyo Colorado** enters Laguna Madre through **Arroyo Colorado Cutoff**, a dredged channel, 90 miles S from Corpus Christi, that leads from the Intracoastal Waterway through Arroyo Colorado Cutoff and Arroyo Colorado to a turning basin at Port Harlingen, 22 miles from the mouth. In December 1999-January 2000, the controlling depth was 10.8 feet through the channel with 12 feet in the basin.

(292) A barge assembly basin with attendant mooring buoys and depths of about 14 feet is on the N side of Arroyo Colorado Cutoff about 1.7 miles W of the Intracoastal Waterway. This basin is intended for the temporary mooring of barges.

(293) **Arroyo City** is a small village on the S bank about 6.5 miles W of the Intracoastal Waterway. There are fish camps at the village.

(294) An overhead power cable with a reported clearance of 75 feet is about 1 mile N of Rio Hondo. In 1982, the cable was reported to have been removed. In August 1990, an overhead power cable with a clearance of 73 feet was reported about 0.8 mile N of Rio Hondo in about 26°14'53"N., 097°35'02"W.


(295) **Rio Hondo** is a small town on the Arroyo Colorado, about 20 miles above its mouth. There are privately operated wharves for the unloading of petroleum products and chemicals, and limited berthing facilities for pleasure craft. Water is available at a small pier. Ice by truck and provisions are available. There are railroad and highway connections to the N part of the state.

(296) State Route 106 highway bridge at Rio Hondo has a vertical lift span with a clearance of 27 feet down and 73 feet up. (See 117.1 through 117.59 and 117.951, chapter 2, for drawbridge regulations.) Overhead power and telephone cables close S of the bridge have clearances of 63 feet.

(297) **Port Harlingen**, under the jurisdiction of the Arroyo Colorado Navigation District known as the Port Commission, is E of Harlingen and about 2 miles above Rio Hondo. A Port Director is in charge of operations and enforces the regulations established by the Port Commission. A **speed limit** of 8 knots in the channel and 4 knots in the turning basin is enforced. The Port Director assigns berths. There are two reinforced concrete wharves 650 feet and 100 feet long, three oil unloading piers, and aggregates and fertilizer wharf. A transit shed on the largest wharf has 12,000 square feet of covered storage, with a rail siding at a loading platform in the rear of the shed. All the wharves had a reported depth of 12 feet alongside in September 1982. Forklifts, crawler cranes, a grain elevator, and a compressed gas and oil storage facility are available. Water is available at the large wharf. Gasoline and diesel fuel are available by truck. The principal imports are petroleum products, steel products, and chemicals. The principal exports are grain, chemicals, and crude petroleum. There are railroad and highway connections to **Harlingen** and the interior. At Harlingen and **San Benito** there are hospitals, a grain elevator, railroad and bus transportation and comm

Table of Selected Chart Notes

PLANE COORDINATE GRID
(based on NAD 1927)

The Texas State Grid is indicated on this chart at 10,000 foot intervals thus:  The last three digits are omitted.

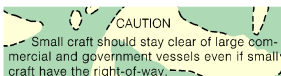
Mercator Projection
Scale 1:40,000 at Lat 26°20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

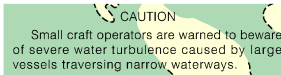
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.258' northward and 0.933' westward to agree with this chart.

CAUTION
 Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.



Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:  Mileage distances shown along Arroyo Colorado Cutoff are in Statute Miles, based on zero at its intersection with the Intracoastal Waterway and are indicated thus:  Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

Corrected through NM Aug. 19/06, LNM Aug. 15/06

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION
WARNING CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Brownsville, TX	*(956) 504-1432	8:00 AM-4:30 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Brownsville, TX	WWG-34	162.55	24 hours daily

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	Sy sticky

Miscellaneous:

AUTH authorized	Obtn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

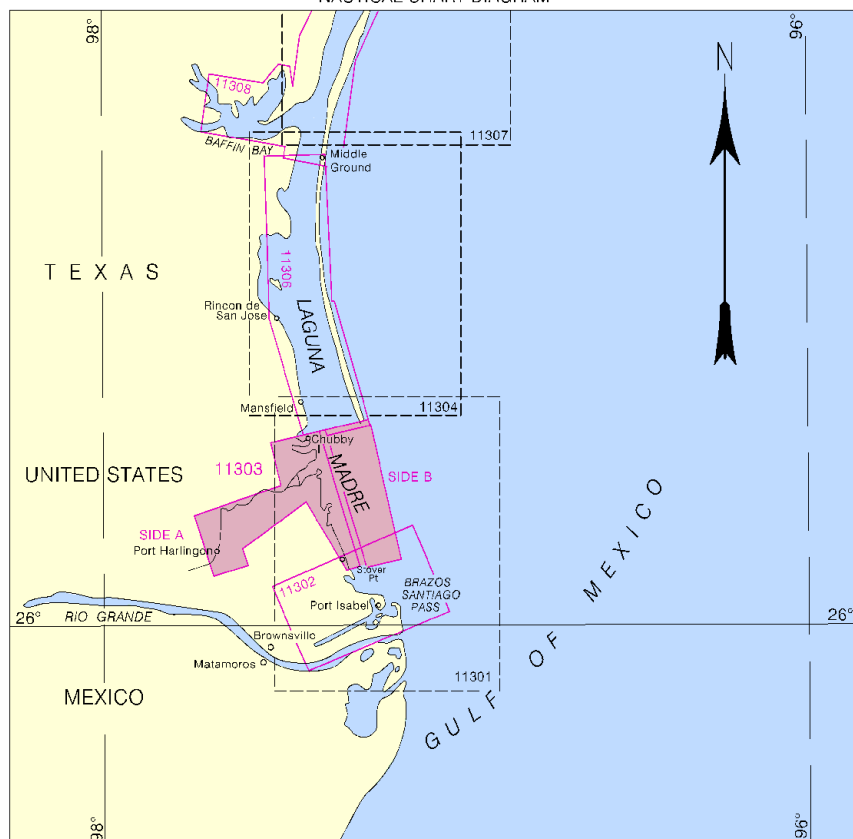
CHANNEL TO FORT HARLINGEN						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (MLLW (FEET))
INTERSECTION WITH I.W.W. TO MILE 8 (STATUTE)						
THENCE TO TURNING BASIN AT PORT HARLINGEN	13.7	14.0	13.9	4-09	200-125	7.0 12
TURNING BASIN AT PORT HARLINGEN	10.7	13.8	11.4	3-5-09	125	15.6 12
	15.7	14.9	12.7	4-09	400	0.1 12
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS					
CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING	
Port Isabel, TX	NCH	2670 kHz 157.1 MHz	4:40, 6:40 & 10:40 AM 4:45, 6:45 & 10:45 AM	4:40 PM	On receipt
Port Aransas, TX	NOY-3	2670 kHz	4:30, 6:30 & 10:30 AM 4:40 & 6:40 AM	4:30 PM	On receipt On receipt
Corpus Christi, TX	NOY-8	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
Port Isabel, TX	"	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
Port Isabel, TX	"	157.1 MHz	5:00, 11:00 AM & 5:00 PM		
Robstown, TX	"	157.1 MHz	5:00, 11:00 AM & 5:00 PM		

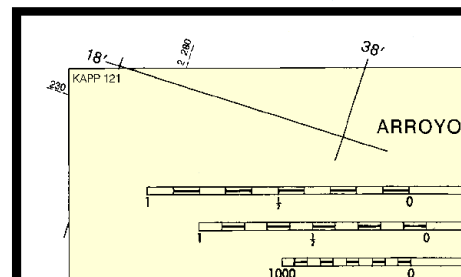
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

NAUTICAL CHART DIAGRAM



Joins page 10

11303

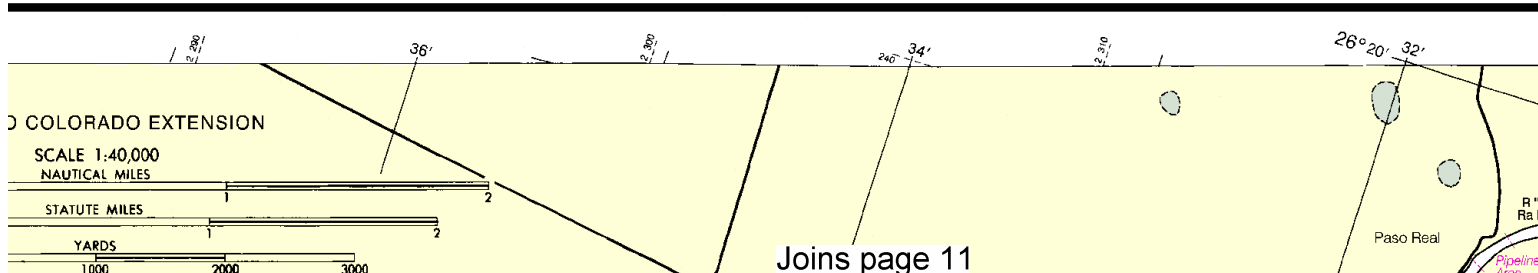


Printed at reduced scale.

SCALE 1:40,000

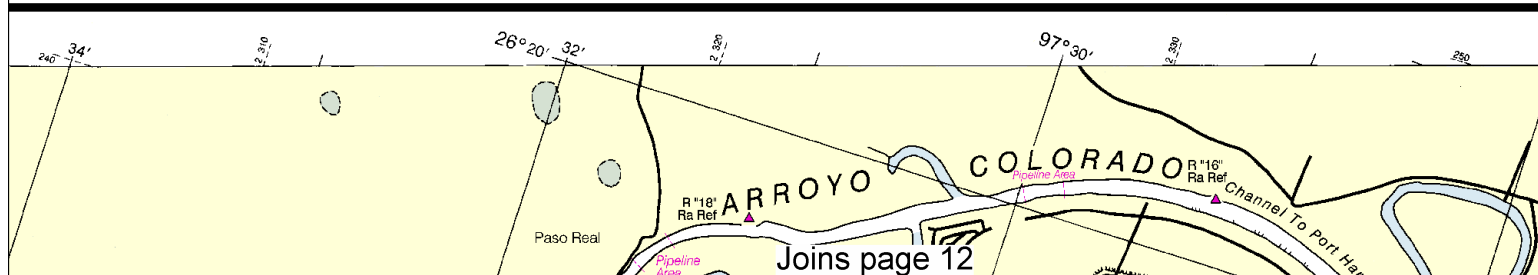
See Note on page 5.



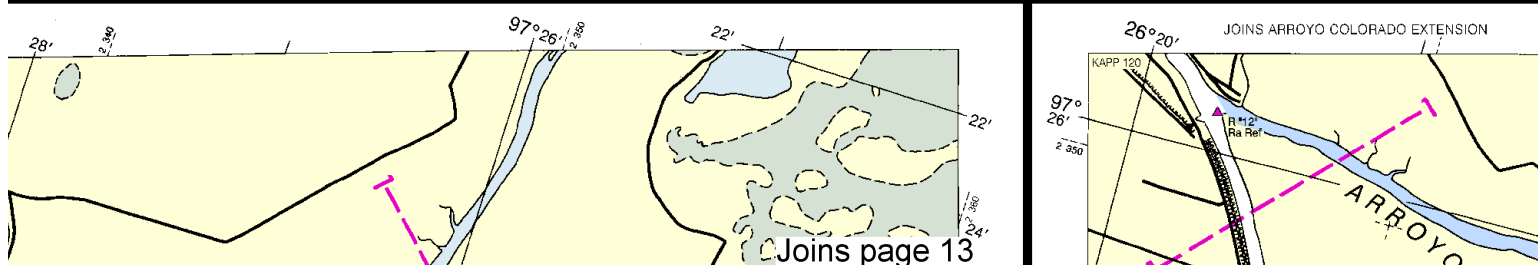


Joins page 11

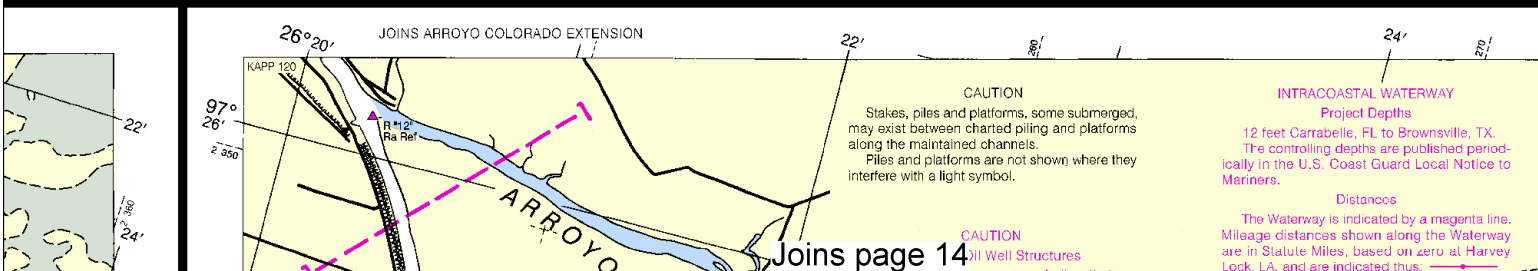
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



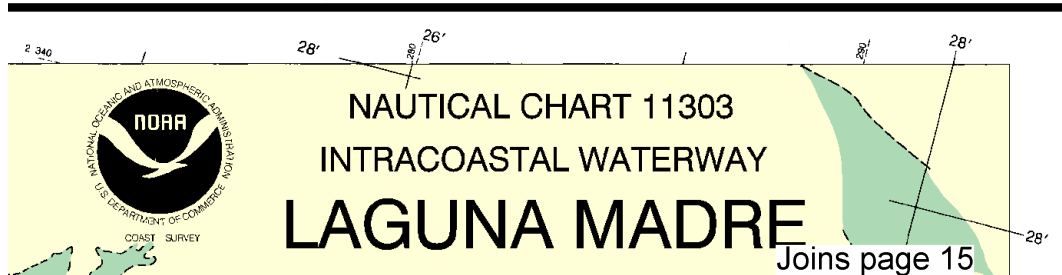
Formerly 897-SC, 1st. Ed., 1970



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .



11303



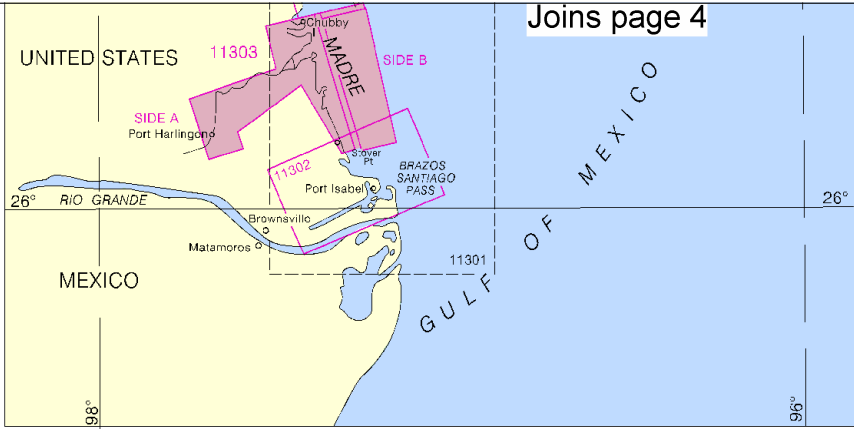
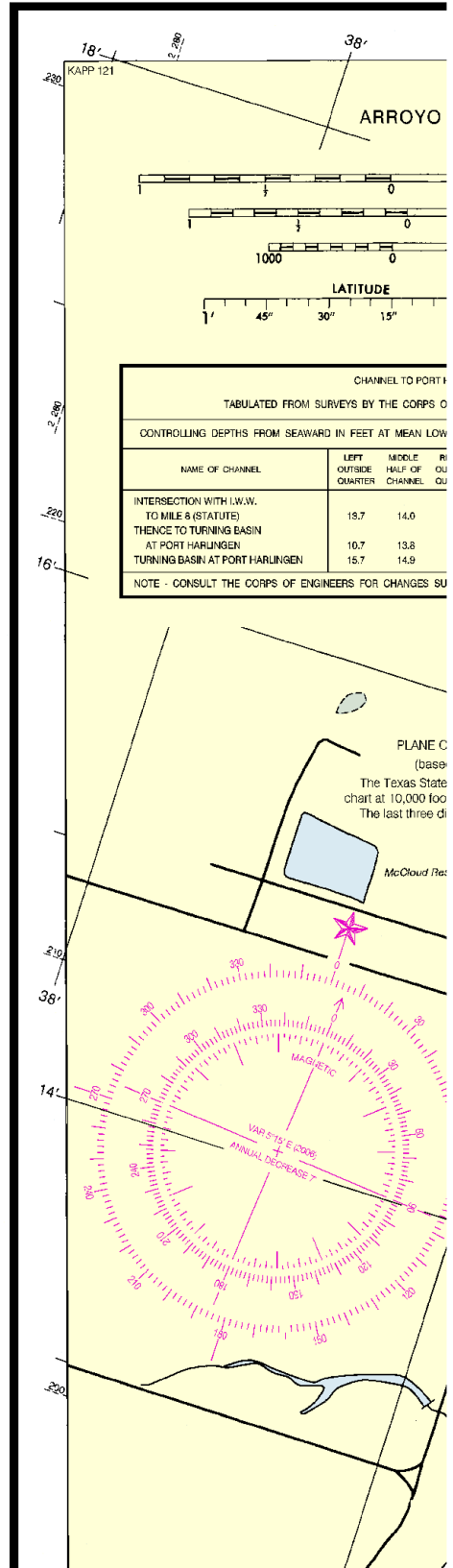


Chart 11303, 21st Ed., Aug./06
 Corrected through NM Aug. 19/06, LNM Aug. 15/06
 Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

NSN 7642014010211
 11XHA11303
 NSA REFERENCE NO. 11XHA11303

ED NO. 21

11303



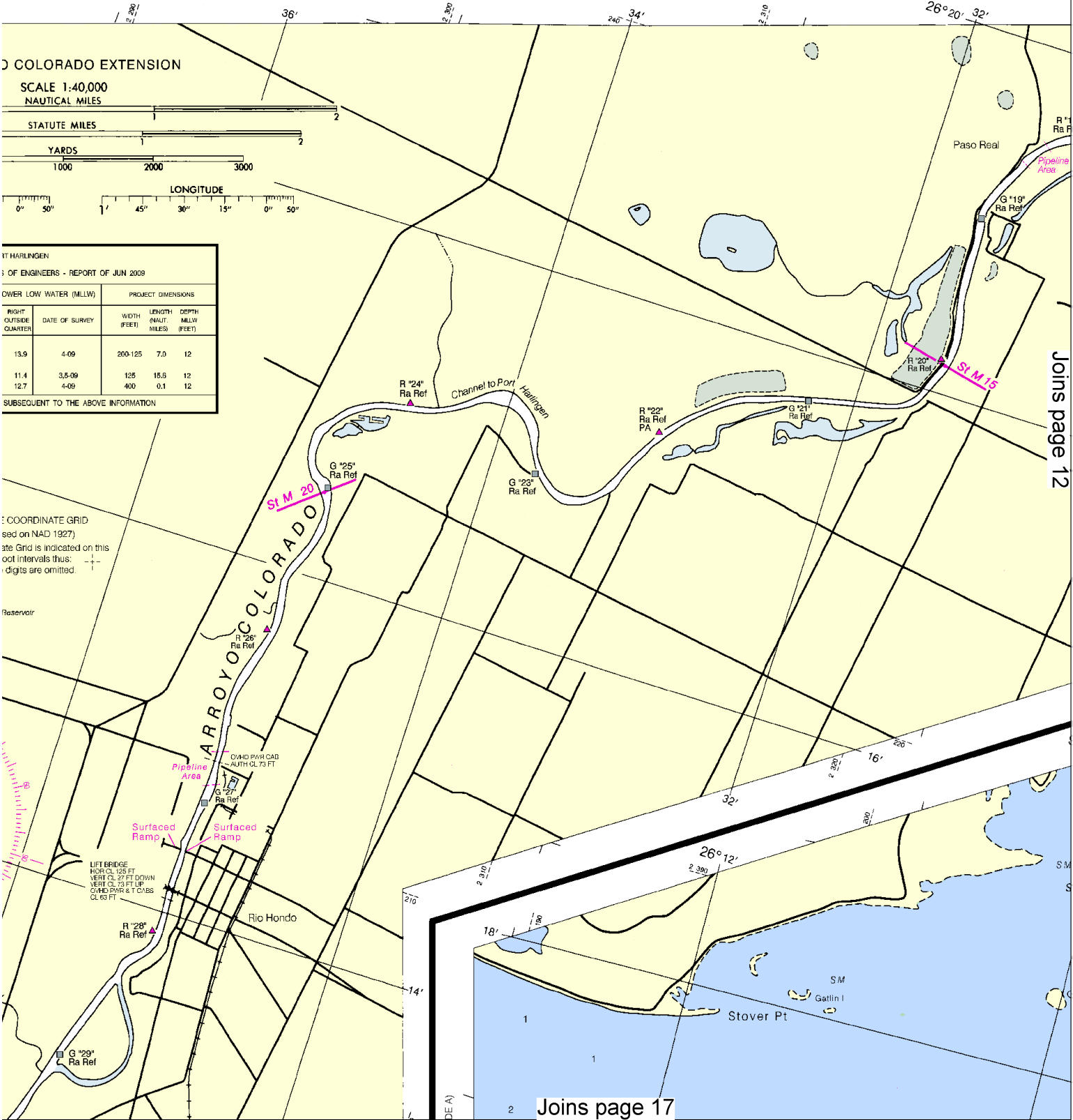
10

Printed at reduced scale.

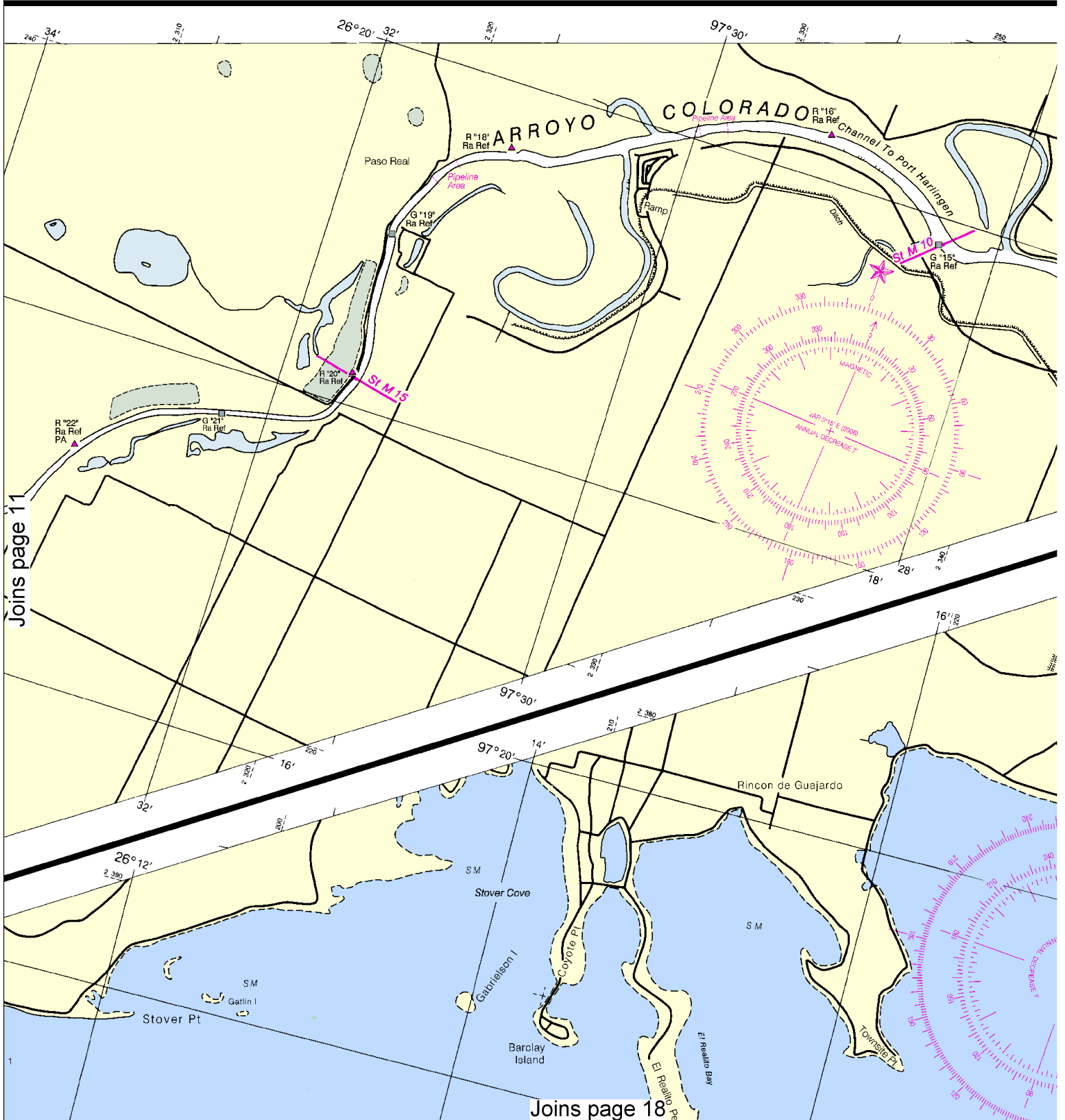
SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Joins page 12



Joins page 11

Joins page 18

12

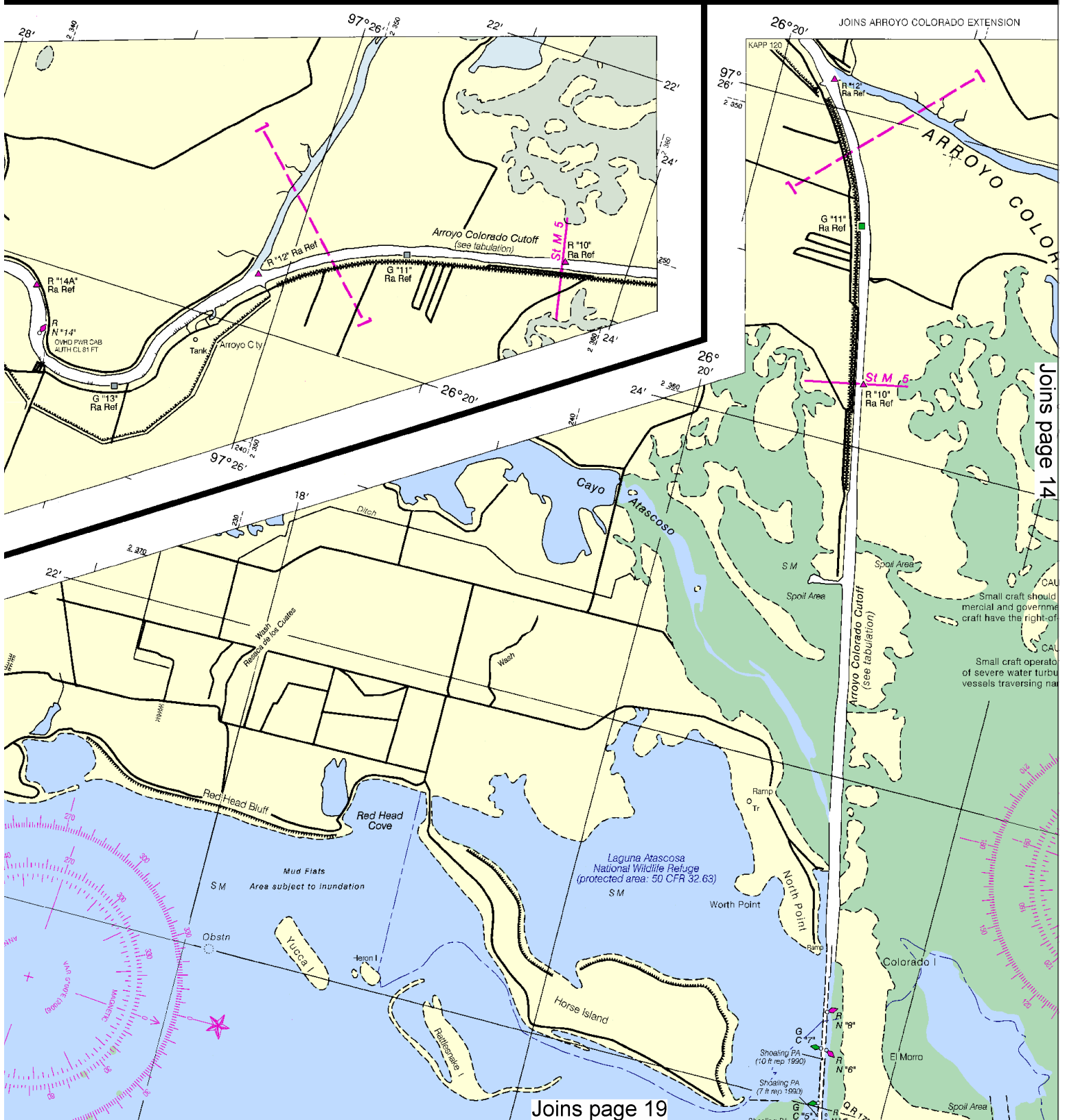
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



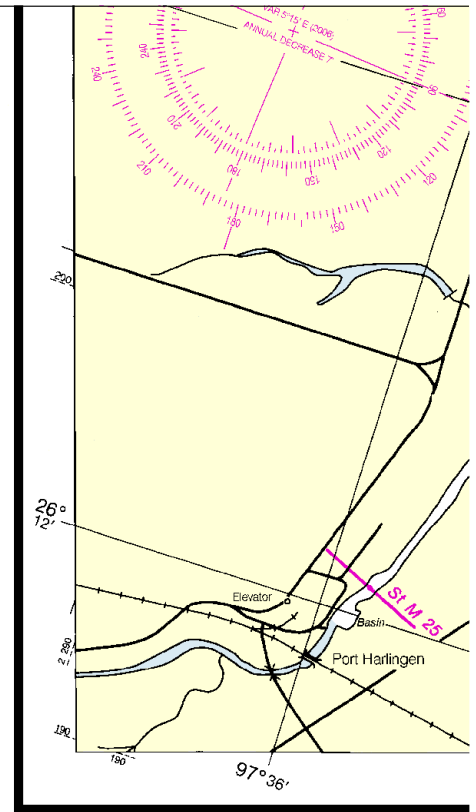
Formerly 897-SC, 1st. Ed., 1970





LAGUNA MADRE CHUBBY ISLAND TO STOVER POINT INCLUDING THE ARROYO COLORADO

NAUTICAL CHART 11303



RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

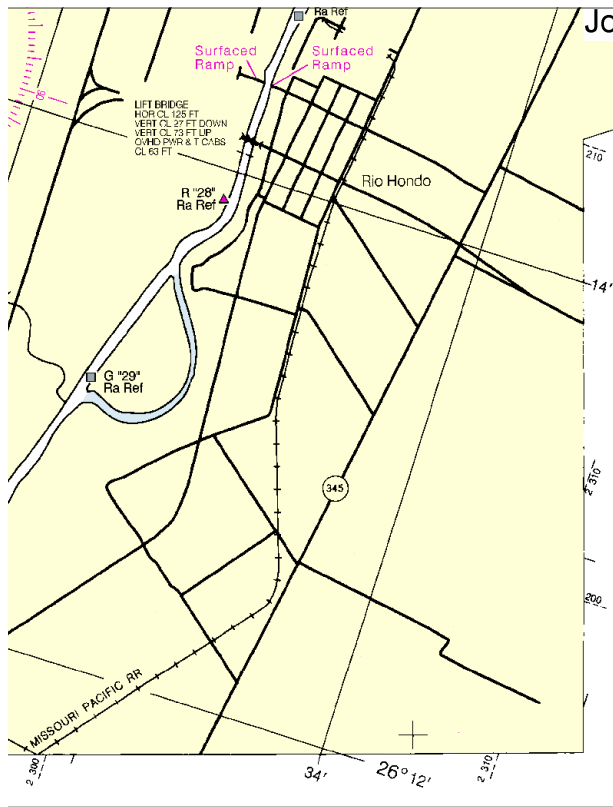
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information concerning these educational courses, contact the following sources:

Joins page 22. Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge

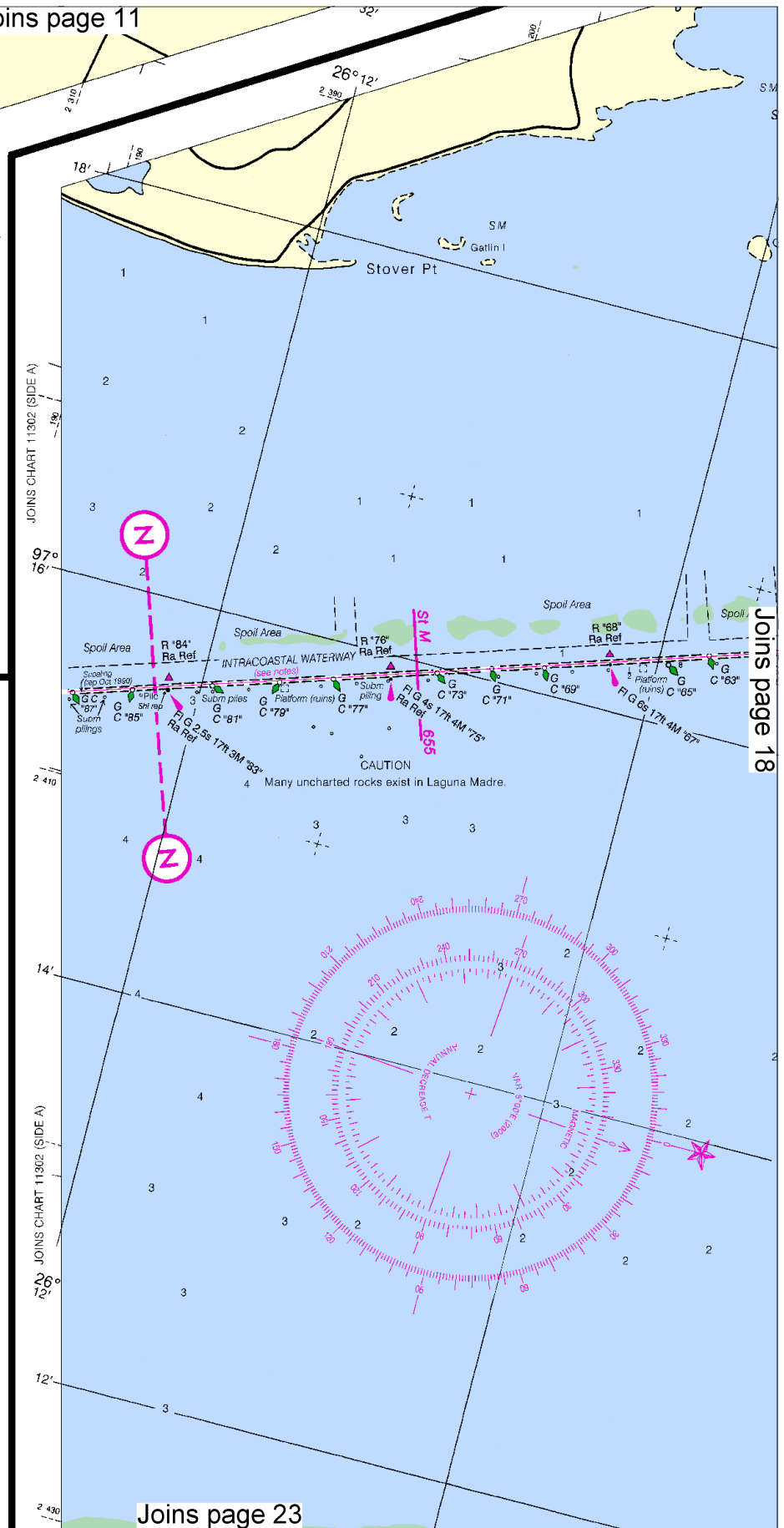
16



See Note on page 5.



Joins page 11



Joins page 18

Joins page 23

auxiliary
navigation
Ridge
loggs
0130,
,2100

fished
ice to
to the
dies to
able at

3 radio tower
rotating
rounds
sector
1 statute miles
very quick
radio
5 whistle
blow

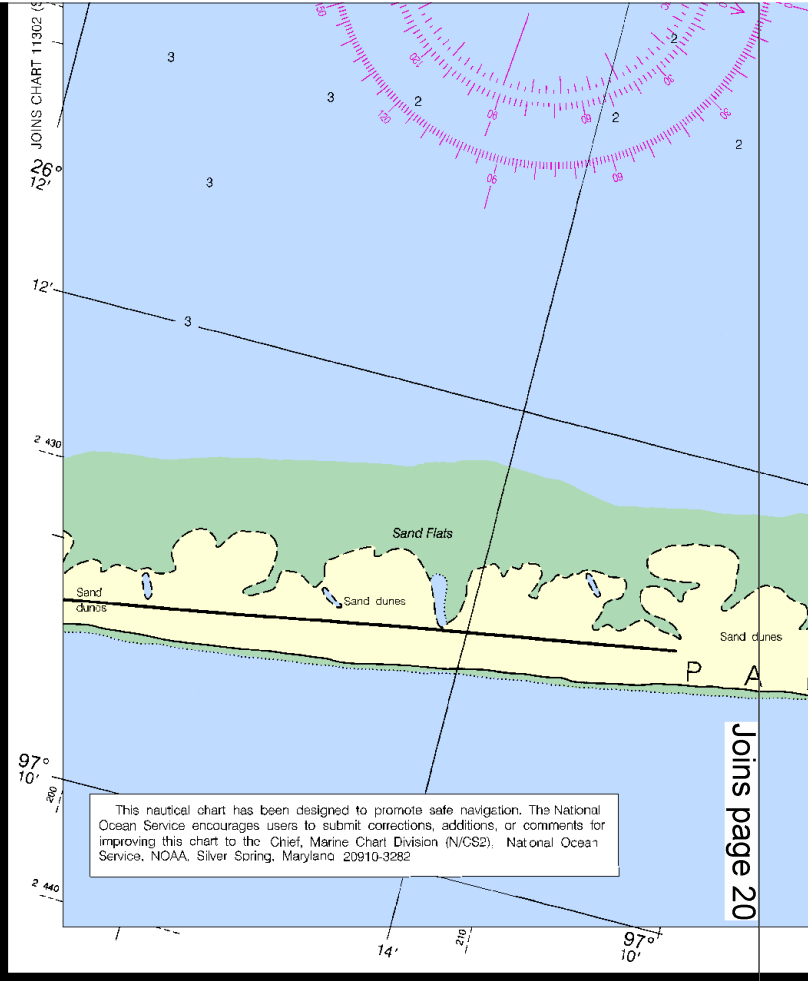
off
hells
flicky

1 submerged

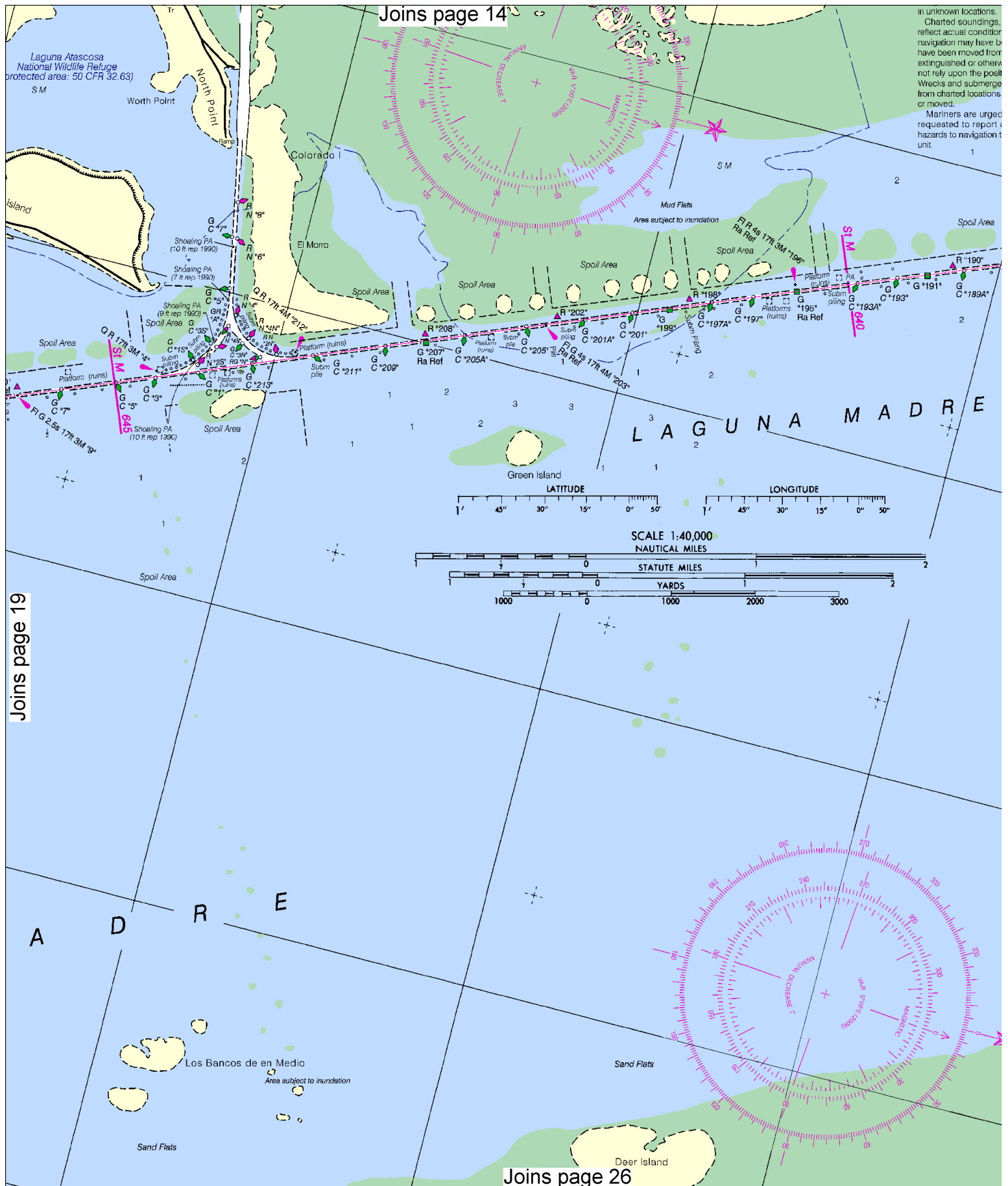
notices to Mariners
technology. New
your chart agent
ticalCharts.gov,
nGrafix.com, or

TELEPHONE STATIONS
SPECIAL WARNING

On receipt
On receipt
On receipt
On receipt



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:
Pipeline Area Cable Area
Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.



ts, channel depths and shoreline may not
ions following these storms. Fixed aids to
been damaged or destroyed. Buoys may
om their charted positions, damaged, sunk,
arwise made inoperative. Mariners should
sition or operation of an aid to navigation.
ged obstructions may have been displaced
ns. Pipelines may have become uncovered

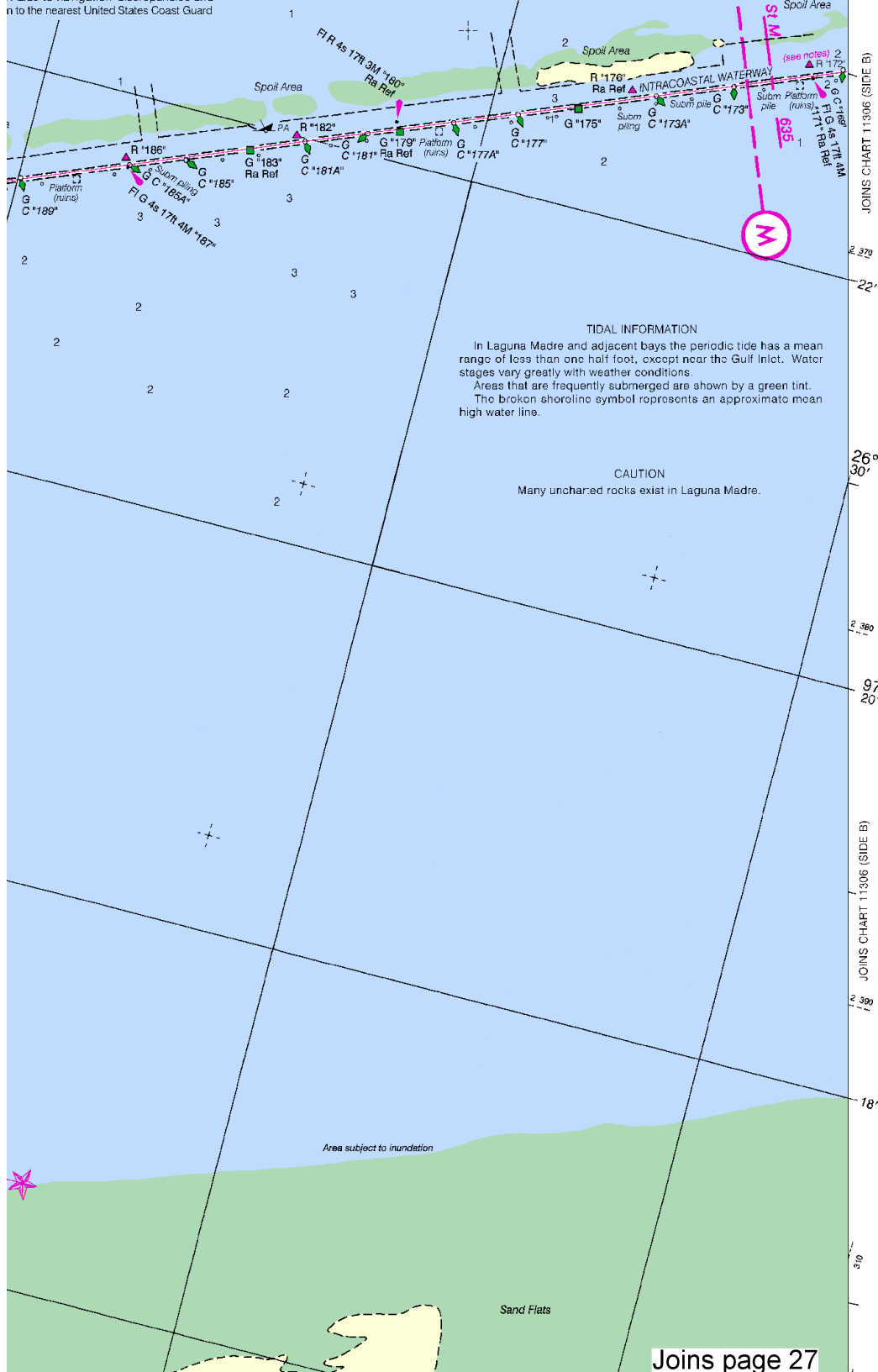
ed to exercise extreme caution and are
rt aids to navigation discrepancies and
n to the nearest United States Coast Guard

reflecting aids to navigation
omitted from this chart.

Joins page 15

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).



TIDAL INFORMATION

In Laguna Madre and adjacent bays the periodic tide has a mean
range of less than one half foot, except near the Gulf Inlet. Water
stages vary greatly with weather conditions.
Areas that are frequently submerged are shown by a green tint.
The broken shoreline symbol represents an approximate mean
high water line.

CAUTION

Many uncharted rocks exist in Laguna Madre.

Area subject to inundation

Sand Flats

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SIDE B

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SIDE B

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	kn kiteplane	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Bds boulders	Co coral	gy gray	Oys oysters
bx broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rcp reported	
(1) Wreck, rock, obstruction, or other swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

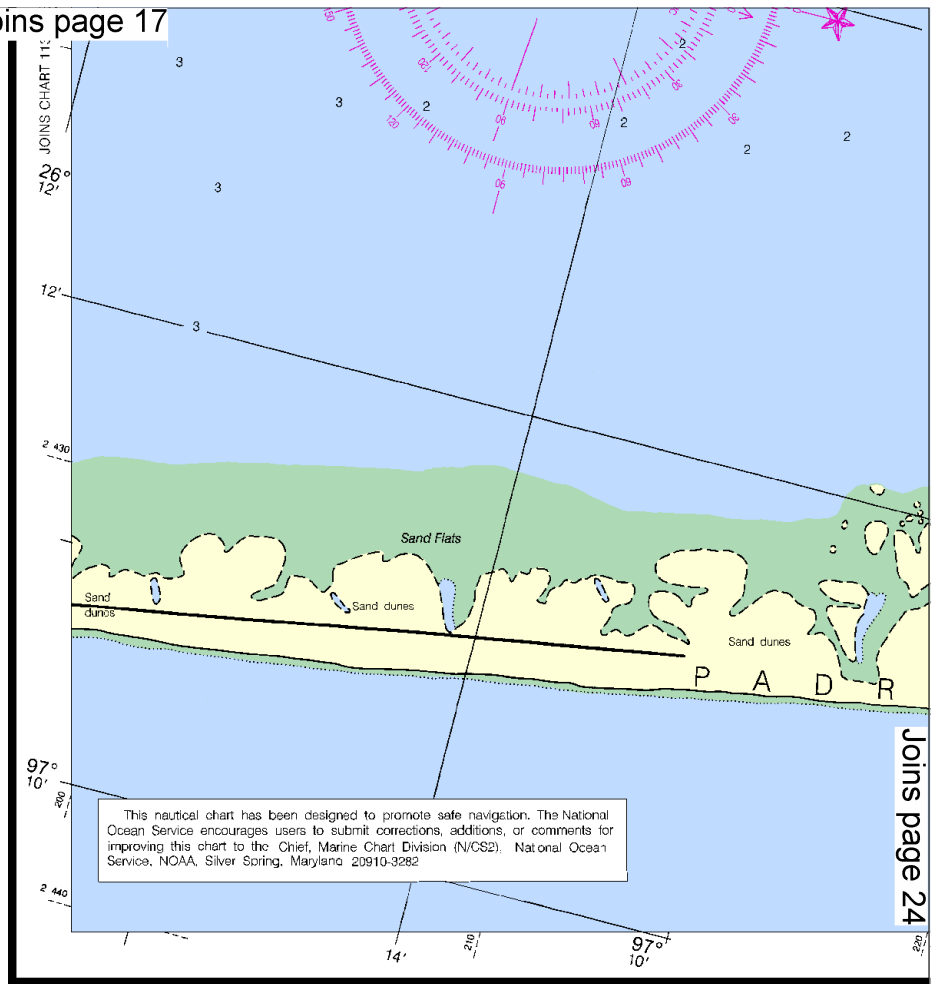
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Port Isabel, TX	NCH	2670 kHz	4:40, 6:40 & 10:40 AM 4:40 PM	On receipt
		157.1 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	On receipt
Port Aransas, TX	NOY-3	2670 kHz	4:30, 6:30 & 10:30 AM 4:30 PM	On receipt
			4:40 & 6:40 AM 4:40 PM	On receipt
Corpus Christi, TX	NOY-8	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Port Isabel, TX	"	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Port Isabel, TX	"	157.1 MHz	5:00, 11:00 AM & 5:00 PM	
Robstown, TX	"	157.1 MHz	5:00, 11:00 AM & 5:00 PM	

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.





CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

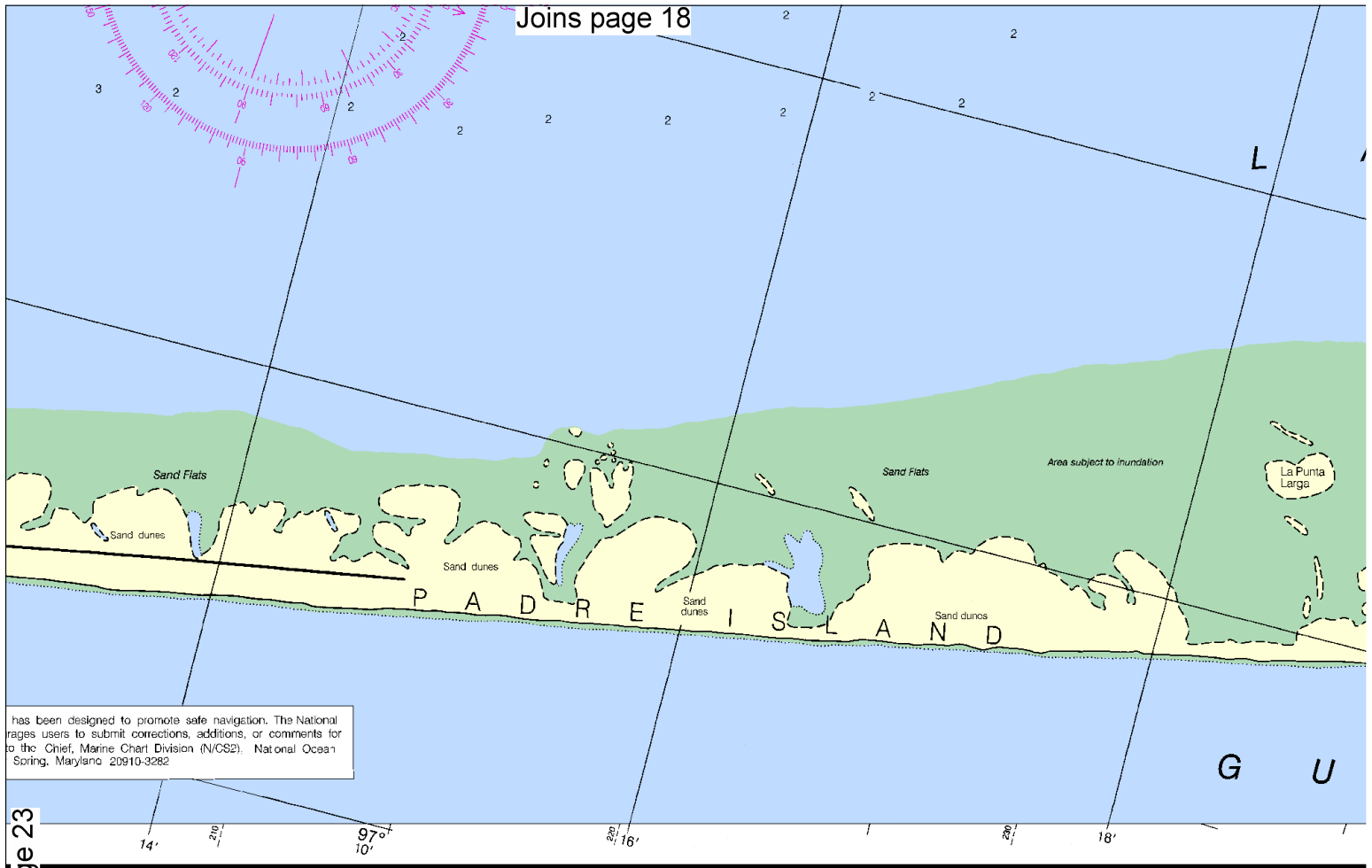


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

MARINE WEATH
NATIONAL WEAT
CITY
Brownsville, TX
*Recording (24)

NOAA WEATHER
CITY
Brownsville, TX



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CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:



Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.

Covered wells may be marked by lighted or
unlighted buoys.

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER
Brownsville, TX *(956) 504-1432
*Recording (24 hours daily)

OFFICE HOURS
8:00 AM-4:30 PM (Mon.-Fri.)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Brownsville, TX	WWG-34	162.55	24 hours daily

SA

1. Keep your chart to Mariners correct
2. Read carefully a is vital to your safety
3. Learn the mean on your chart from
4. The compass or true north, however for the deviation of
5. Constantly use of each trip. Keep with respect to the
6. Maintain your charted features and surroundings.

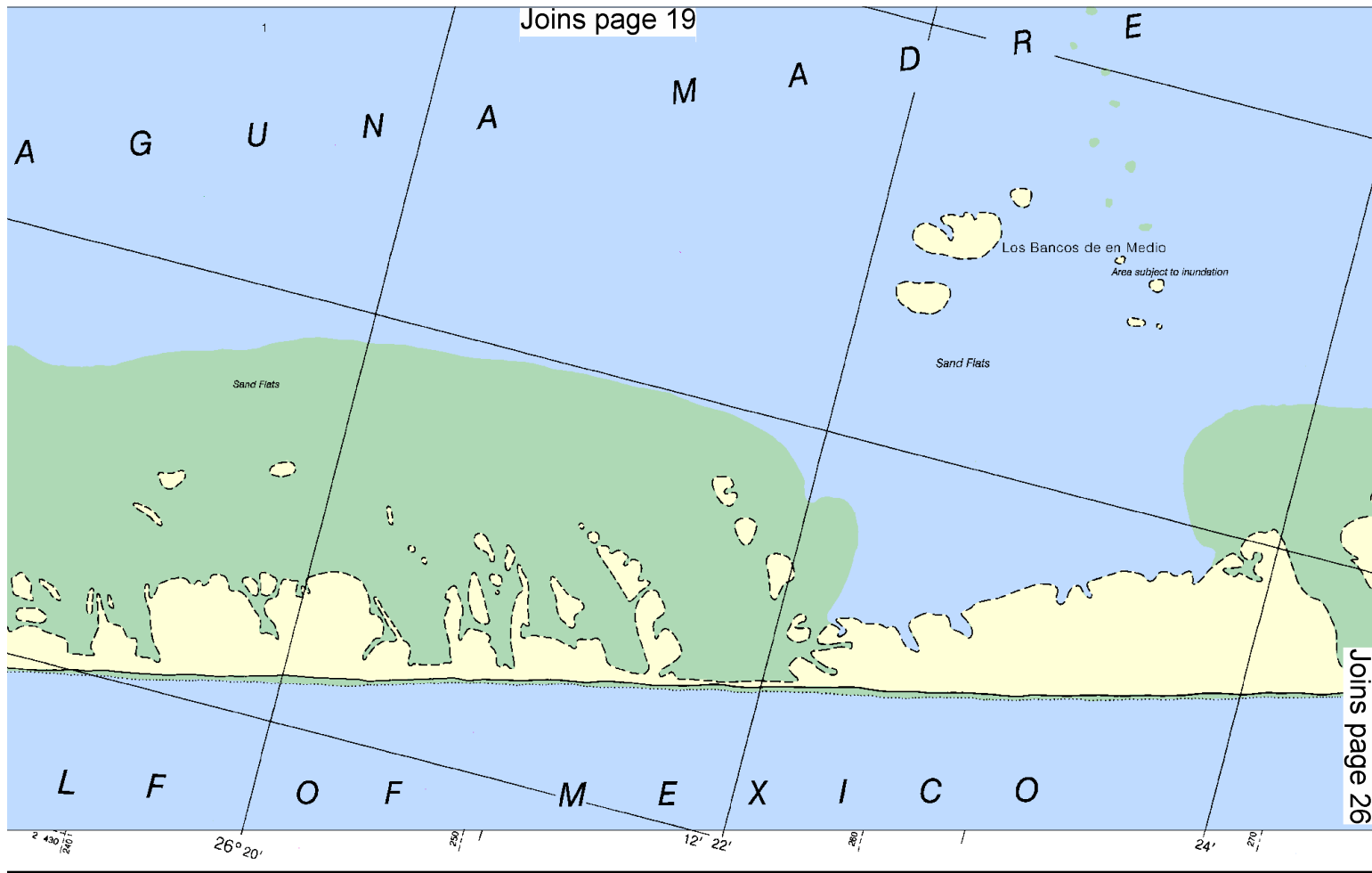
24

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SAFETY HINTS

Keep your chart up to date by applying all Notices to Mariners when you receive them. Read all notes printed on your chart, each with a specific effect.

Understanding of each symbol and abbreviation is essential for safe navigation. Refer to Chart No. 1.

The variation shown on your chart shows the variation from true north. However you must also correct your bearing for the variation of your boat.

Use your chart from the beginning to end of your trip. Keep in mind the orientation of your boat on the chart.

Identify your position on the chart by relating it to the position of those you can identify in your

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

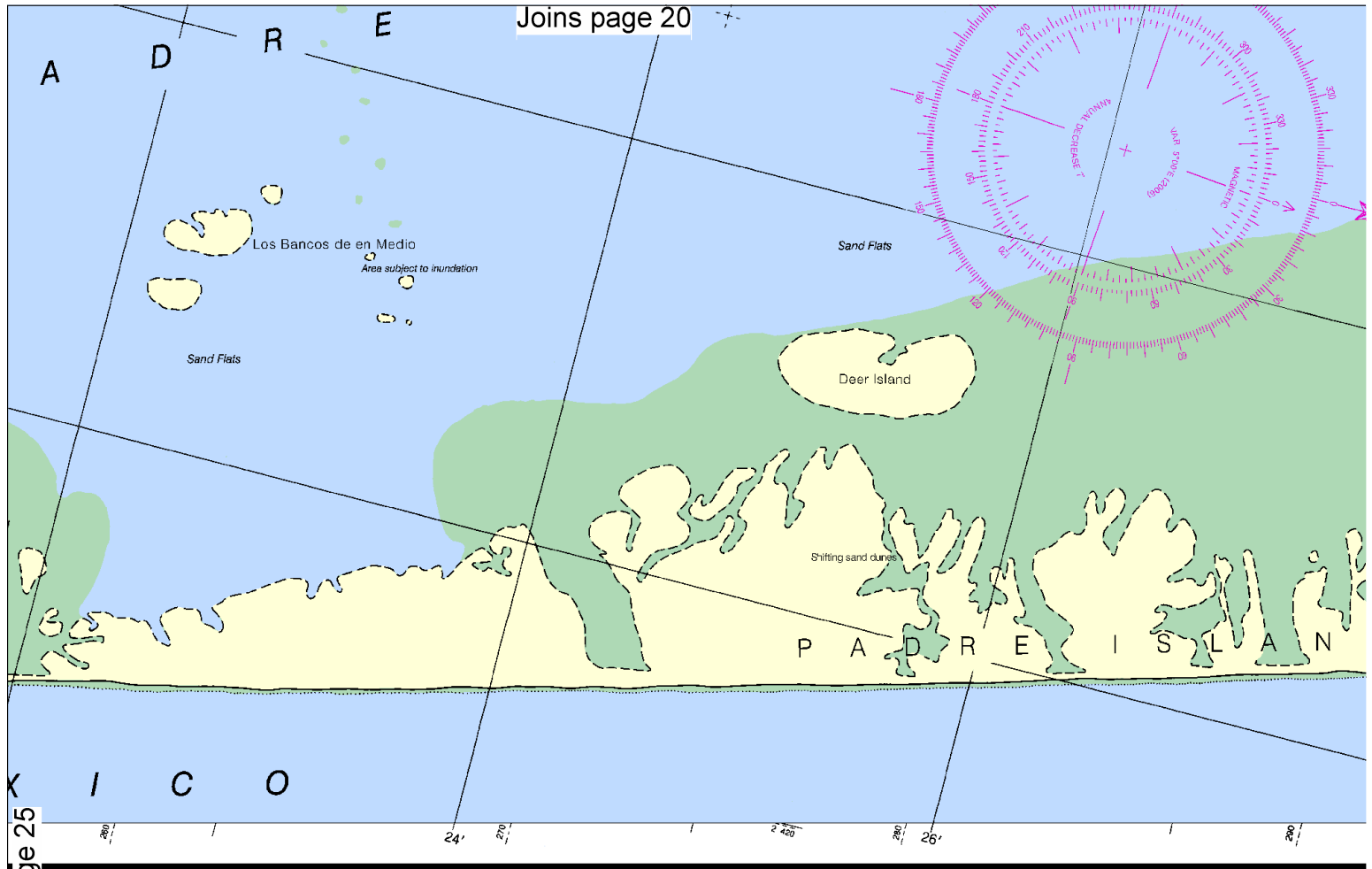
Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

CAUTION

WARNING CONCERNING

The "Rules of the Road" state that a vessel must not impede the passage of a vessel within a narrow channel or fairway. Large vessels may move slowly due to their large speeds in excess of 12 knots, and may block the wind with the sailboards. Large vessels may unexpectedly fill maneuver. Bow and stern waves may close to their bows.

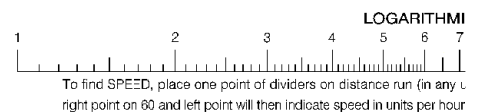


radio signals as
n be found in the
sts and National
y Publication 117.
ngs to commercial
bject to error and
thus:
roximate location)

CAUTION
WARNING CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

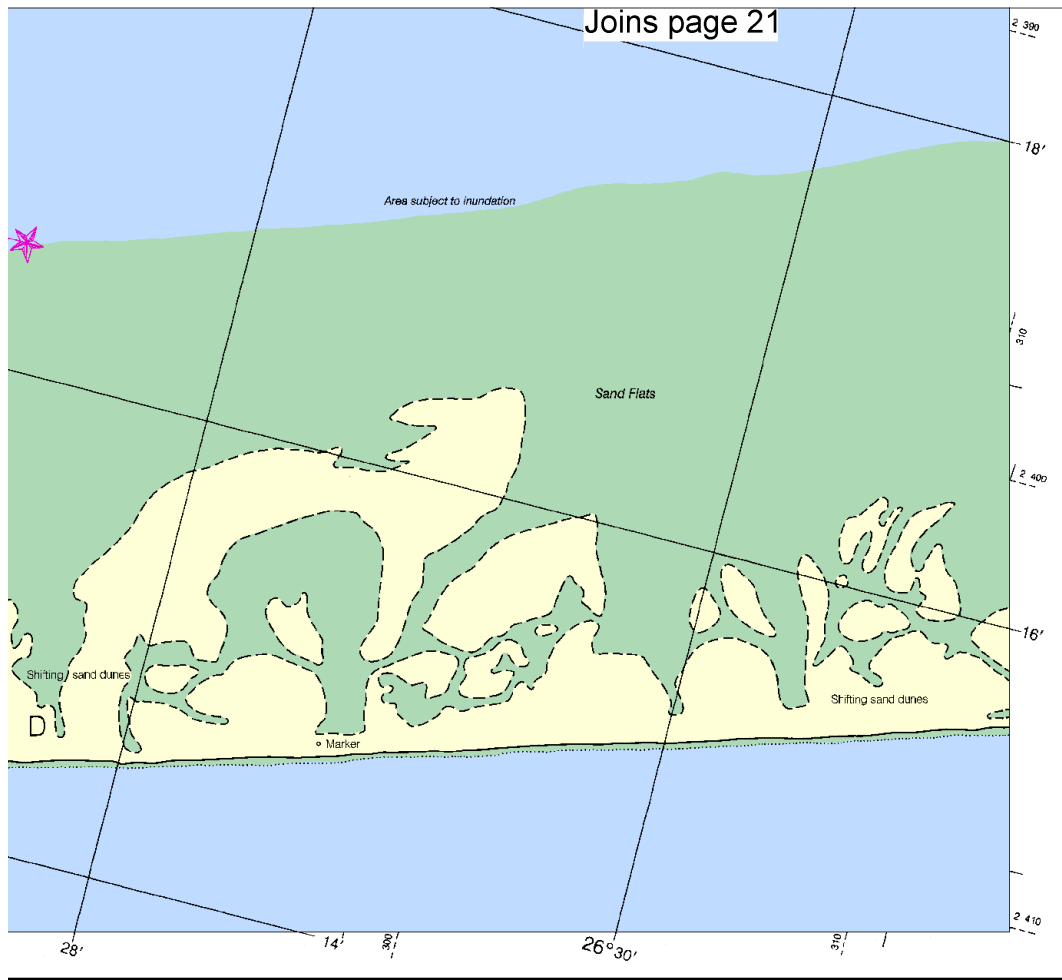
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



26



See Note on page 5.



CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

VIC SPEED SCALE



by unit) and the other on minutes run. Without changing divider spread, place
ur. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Station South Padre Island – 956-761-2668

Coast Guard Group Corpus Christi – 361-939-6393

Texas Park and Wildlife – 361-289-5566

Ft. Brown Border Patrol – 956-547-3100/3180

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.